

Montana and the Sky



Vol. 37, No. 12

MONTANA AERONAUTICS DIVISION

December 1986

NTSB CHAIRMAN TO SPEAK AT CONFERENCE



National Transportation Safety Board Chairman Jim Burnett will be among the speakers at the Montana Statewide Aviation Conference. The Conference is scheduled to be held February 18-21, 1987, at the Sheraton Inn in Missoula.

Burnett of Arkansas is serving his third term as Chairman of the Safety Board and is in his second five-year term as a presidentially appointed member of the Board.

During his tenure on the board, Mr. Burnett has been involved in numerous transportation accident investigations. He has also chaired hearings in connection with the investigation of several accidents, including a Delta wide-body jet that crashed during approach to the Dallas/Fort Worth airport; the takeoff crash in Milwaukee of a Midwest Express DC-9 that killed all on

board; the 10-fatality crash of an Air Illinois flight near Carbondale, Illinois; and the derailment of a train with hazardous materials cars in Livingston, Louisiana, after an intoxicated engineer turned over the controls to a railroad clerk.

Mr. Burnett has been in the forefront of the Safety Board's efforts to reduce the threat alcohol and other drug abuse poses to the safety of the nation's transportation system. He has testified before state legislative bodies and committees and addressed many organizations throughout the country to promote alcohol countermeasures affecting highway, rail, and recreational boating safety.

Having been first appointed as a member of the Safety Board in December 1981, Mr. Burnett was named vice chairman pending confirmation as chairman by Senate in March 1982. This third appointment by President Reagan as chairman was confirmed by the Senate in August 1986. His second term as a Board member, for which there was separate Senate confirmation, extends through December 1990.

A native of Clinton, Arkansas, Chairman Burnett was the youngest judge in the state when he was elected in 1974 as municipal judge for the City of Clinton and for Van Buren County. Mr. Burnett later served as juvenile judge for Van Buren County and as city judge for Damascus.

A graduate of Clinton public schools, he received his Bachelor of Art degree from the University of Arkansas in 1970, and his Juris Doctor from the university's law school in 1973. He was elected to Phi Beta Kappa and Pi Sigma Alpha.

Active in political and civic organizations for a number of years, Mr. Burnett, at the time of his appointment to the Safety Board, was general counsel of the Arkansas Republican State Committee. He was a delegate to four Arkansas Republican State Conventions, the last of which he served as parliamentarian, and to the Republican National Convention in Detroit in 1980.

In 1981, he became a member of the board of directors of the Arkansas Institute of Politics and Government, a non-profit, nonpartisan educational organization. He also served as president of the Clinton Chamber of Commerce from 1978 to 1980, chairman of the board of the Clinton Community Center from 1979 to 1981, and as a member of the boards of the Clinton medical clinic of the Van Buren County Day Care Center for the mentally retarded.

A registration form and further information on the Conference are included elsewhere in this publication.

NOTICE . . .

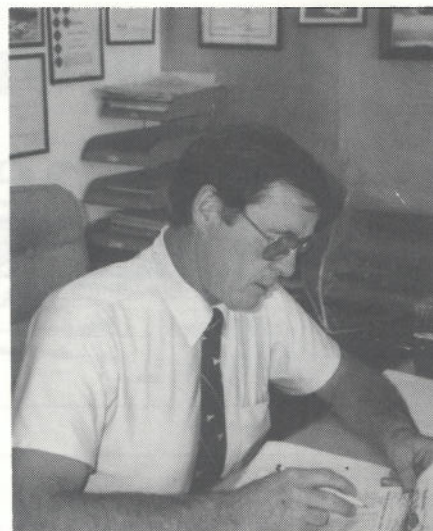
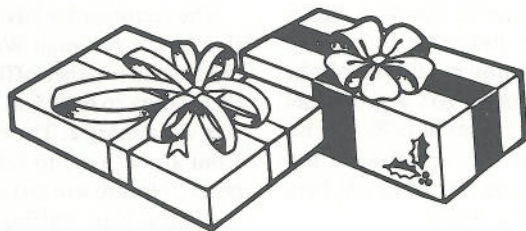
The Aeronautics Division has been notified by the National Weather Service that the Helena weather office will be reducing their hours to 6:00 a.m. to 11:00 p.m., effective January 2. The office will be closed from 11:00 p.m. to 6:00 a.m. This temporary closure will last several months and is the result of staffing problems.

Administrator's Column

Flight Service Station Cuts. We recently received word (via the grapevine) that due to personnel shortages the Lewistown Flight Service Station hours are being cut to 6:00 a.m. to 4:00 p.m. daily. The new schedule is perceived to be temporary and last only for a few months. Originally, the FAA planned to cut the Lewistown hours to 8:00 a.m. to 4:00 p.m.; but due to strong local opposition, mainly because of airline flight schedules which resulted in intervention by Senator Baucus, they agreed to open at 6:00 a.m. instead 8:00 a.m. I attended a meeting on December 10 between the FAA Northwest Region deputy director and division managers and state directors/administrators during which the FAA FSS concerns were discussed, and I guess I'd be less than honest if I were to say that there is reason for us to be very optimistic in seeing much improvement in the overall FSS issue. Last June I testified before the U.S. Congressional Aviation Subcommittee hearing chaired by Congressman Mineta which was specifically called to address the FAA's handling of the Flight Service Stations. As part of my testimony, I stated that "I feel the FAA has gotten their priorities mixed - that accurate, timely weather information to the pilot is the greatest single factor affecting aviation safety, that it is NOT, and I repeat NOT, the hiring of hundreds of new regulatory enforcement inspectors." All of these new people will have very little, if any, impact on improving general aviation safety. Weather reporting services in Montana have deteriorated over the past years to a point that we no longer have 24 hour weather reporting at Monida Pass, Mullen Pass, Dillon, Livingston, Cut Bank, Lewistown, and Havre - and now Helena has been added to the "HIT" list. As you can see, flying many areas of Montana at night should be done with extreme caution as it could be pretty "risky business." It looks to me like this is all the more reason for keeping our old nighttime visual airway beacon light system running. At least a pilot does have visual contact with an established air route through the mountains of western Montana. I find it so frustrating that the DOT/FAA cannot recognize that weather information is the single most important vital ingredient for flight safety. Maybe our only hope for improvements is placing the new automated weather stations throughout the state; however, I really feel hesitant recommending this until there is more reliability and improvement in their capabilities. Until then, I believe we have to continue with our efforts in trying to convince the DOT/FAA of the importance of good, reliable weather information.

* * *

Budget Cuts Hit Aeronautics. Due to dwindling revenue, skyrocketing insurance, and 42 years of inflation, the Aeronautics Division has been forced into gradually scaling down programs for about the past 10 years; and the recent budget cuts have only accelerated the inevitable by about a year of two. The latest cuts are effective through June 30 and include: eliminating all NDB (ADF) related expenditures; all unicom contracts for Lincoln and Rock Creek airports; elimination of the historic Montana Flight Instructor Refresher Course unless private funding can be secured; cutbacks at the West Yellowstone Airport of personnel which includes the airport manager to half time and elimination of two firefighter positions, and cuts in travel and supplies and materials; cuts in the Aeronautics Board compensation; and cuts in the summer teacher education workshop program. Additionally, we have just received our airport liability insurance bill which has jumped so high that we are now looking at closing several of our state-owned/operated airports. We are in the process of deciding which ones will be closed at the present time. We will keep you posted on which airports will be closed as soon as a decision is reached.



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Meet FSDO's Art Wells



Arthur L. Wells moved to Helena from Seattle in August of this year to become manager of the Helena Flight Standards District Office (FSDO) and Billings Flight Standards Field Office (FSFO).

Art's background in aviation includes four years as an aircraft mechanic in the Air Force, nine years operating his own FBO, experience as a flight instructor, pilot examiner, and as an aircraft mechanic holding an Inspection Authorization (IA).

Art sold his FBO in 1959 and entered the civil service ranks where he worked as an aviation inspector in the FSDOs in Portland and Eugene, Oregon, before transferring to the Alaskan Regional Office, Anchorage, Alaska, where he served as operations branch manager. After leaving Alaska, Art worked in the Northwest Mountain Region office in Seattle as well as the Seattle FSDO.

Art holds a master's degree in business administration as well as his FAA certificates. Art's wife Sally also holds a flight instructor certificate and pursues an interest in aviation.

Now residing in Helena, Art and Sally are looking forward to establishing new acquaintances throughout Montana.



Scholarship Deadline Nears

Applications for the 1987 Van De Riet Memorial Flight Training Scholarship are due on January 15, 1987.

The scholarship will be presented during the Montana Statewide Aviation Conference in Missoula in February.

Applications should take the form of a letter outlining the reasons for applying and demonstrating outstanding achievement, future career goals, and past aviation experience.

Letters should be sent to the Montana Aeronautics Division, Box 5178, Helena, Montana 59604. Call Fred Hasskamp at 444-2506 for more information.

November SAR Activity

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Four SARSAT ELT reports were received. One was the result of a crash in the Richey area and a search was initiated. The aircraft and two seriously injured occupants were located by an area rancher. One ELT in the Helena area went off the air before it could be located, and the other ELTs were located — one at Baker and one at the Blain airstrip near Billings.

A route search was conducted based on "verbal flight plan" information, and the aircraft was located at Schafer Meadows. Two flight plans that were not closed resulted in ALNOTS — one for a flight from Colorado to Chinook, found o.k. at Havre, and the other was well overdue on a flight plan from Helena to Sidney as a result of intermediate stops.

On November 6 a search was conducted for a mail plane that crashed while making an instrument approach to the Butte Airport. Due to very poor weather conditions which prevented aerial search the first day, an extensive ground search was conducted by Silver Bow County's 15-90 Search and Rescue group. The second day of the search the weather conditions improved enough for search aircraft to fly, and the aircraft was located from the air southwest of Butte.

CALENDAR

Jan. 13 - Aviation Safety Program for CAP, Great Falls.

Jan. 24 - Aviation Safety Meeting, 1230 - 1700, Valley Bank in Belgrade.

Feb. 18 - 21 - Montana Statewide Aviation Conference, Sheraton Inn, Missoula.

Feb. 18 - 21 - Aircraft Mechanics Refresher Seminar, Sheraton Inn, Missoula.

March 13 - 15 - Flight Instructor Refresher Clinic, Helena.

March 23 - 26 - Upper Midwest Aviation Symposium, Bismarck, North Dakota. Sponsored by the North Dakota Aviation Council. For more information call Jerry Olson at 701-774-8594.

June 15 - July 3 - Aerospace Teacher Workshops.

July 17 - 19 - Schafer Meadows Work Session.

July 24 - 26 - Comprehensive Safety Program/Fly-In, West Yellowstone. More information to follow.

July 31 - Aug. 7 - EAA Convention and Fly-In, Oshkosh, Wisc.

Sept. 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

Registrations Begin

Pilot registration cards have been mailed to all Montana pilots on record at the Division office. Montana law (67-3-211, MCA) requires pilots be registered with the state. The deadline for pilot registration is April 1.

Aircraft registration information has also been sent. Registration forms have been mailed to county assessors in each county and may be picked up there. Aircraft registration is also required by Montana law (67-3-201, MCA) and the deadline is March 1.

NOTAM

For the following airports: Sweetgrass, Tiber Dam, Canyon Ferry, Babb, Browning, Ox Box/Wolf Creek, East Poplar, Del Bonita, Dell, Rock Creek, and Lincoln — "Check locally — no snow removal."

As always, the airport at West Yellowstone is closed during the winter.

Conference to Feature Major Speakers

Speakers for the third Montana Statewide Aviation Conference include professionals from all over the U.S. and all facets of the aviation industry.

The Conference will be held February 18-21, 1987, at the Sheraton Inn in Missoula. Hosting with the Aeronautics Division this year are the Montana Airport Management Association and the Missoula Hangar of the MPA.

In addition to National Transportation Safety Board Chairman Jim Burnett, speakers will include Robert Donahue, Associate Administrator of Airports, FAA, Washington, D.C.; John Baker, president of AOPA; Hal Bacon, CAP, Maxwell Air Force Base, Alabama; Harry Combs, president of Combs Aviation Corporation, Denver, Colorado; and Dr. Jerald Cockrell, president, Cockrell Aviation Training.

While still somewhat tentative, the schedule will include concurrent sessions on mountain flying, search and rescue, aircraft fueling safety, decision making, effective account collections, computers in aviation businesses, Loran C, seaplane operations, aviation and medicine, and preventive maintenance. Also included will be an FAA listening session conducted by the Northwest Mountain Region of the FAA, a report on legislation, and a special class for non-pilots. Arrangements are also being made for spouse/guest and children's pro-

grams. The conference will also include an industry exhibit prepared by companies from all over the U.S.

The Aviation Mechanics Refresher Seminar will again be offered in conjunction with the Conference. This year a team from Oklahoma City will present their special IA refresher course as part of the Mechanics Seminar. This is the first time in over five years that this course has been offered in Montana.

The Ag Seminar will be offered as part of the Conference with points awarded toward renewal.

Registration forms for the Conference have been mailed to all registered Montana pilots along with their 1987 pilot registration cards. Registration fees are \$20 for participant and \$10 for spouse, with children accompanying parents admitted free. Those intending to attend the Conference are encouraged to preregister as a means of streamlining the registration process.

Rooms at the Sheraton Inn are \$44 for single and \$48 for double. Call the Sheraton at 721-8850 or 1-800-824-4536 in Montana and 1-800-523-1408 out of state. Be sure to mention that you will be attending the Aviation Conference.

Meal tickets will be sold separately for each meal function so that participants may purchase only those they wish to attend. Those wishing to attend the kick-off lunch-

eon must preregister in order for the committee to estimate luncheon attendance. All other meal tickets must be purchased 24 hours in advance of the event. A registration form is included elsewhere in this publication.

Set aside February 18-21 on your calendar now and make plans to attend the Conference. It promises to be an exciting, informative, and downright fun event. See you there ! ! !

Greatest Aviation Lies

Me? I've never busted minimums.

We will be on time, maybe even early.

I have no interest in flying for the airlines.

All that turbulence spoiled my landing.

I'm a member of the mile high club.

I only need glasses for reading.

I broke out right at minimums.

The weather is gonna be all right; it's clearing to VFR.

(from Pireps - Nebraska Dept. of Aeronautics)

REGISTRATION FORM

MONTANA STATEWIDE AVIATION CONFERENCE — FEBRUARY 18 - 21, 1987

Mail to: Montana Statewide Aviation Conference
Box 5178
Helena, MT 59604

PLEASE PRINT

NAME(S) OF PARTICIPANT(S) _____

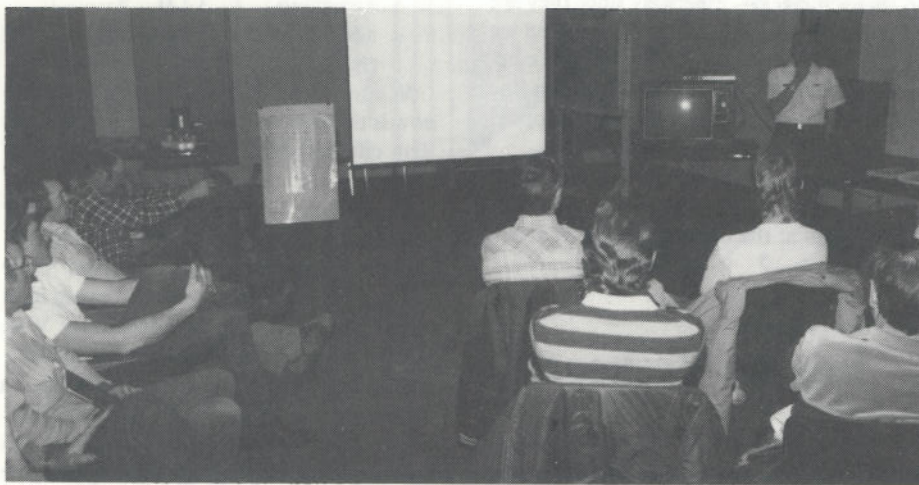
ADDRESS _____

PHONE _____ EXPECTED MODE OF TRAVEL: AUTO _____ AIR _____ ARRIVAL DATE _____

REGISTRATION FEE ENCLOSED: _____ WILL PAY ON ARRIVAL _____
(Make checks payable to Montana Statewide Aviation Conference.)

I (we) will be attending the keynote luncheon on Thursday, February 19. Please make reservations for _____ people.

FORSYTH PILOTS ATTEND SAFETY SEMINAR



George Tillitt, Forsyth, organized and sponsored an aviation safety seminar held there on December 10. George is the Designated Accident Prevention Counselor for the Forsyth area. Speakers at the seminar included Ron Waterman, FAA, who presented the Wings program and showed a weather film; Fred Hasskamp, Montana Aeronautics Division, outlining Montana's aerial search and rescue program; Major Donald Hanson, USAF, (speaking in the photo above) who discussed the low level military training routes in Montana; and Brian Schwend, Schwend Aviation, discussing weight and balance. George Tillitt provided an aviation video tape. Thirty-five area pilots attended the seminar.

HOMER TRAINING SESSION CONDUCTED IN BUTTE



A session on ELT homer training was conducted on December 9 for the Butte/Silver Bow 15-90 Search and Rescue organization by Fred Hasskamp, Montana Aeronautics Division. The session, which took place at the search and rescue building at Butte Airport, included an overview of the Montana aerial search and rescue operation and observer training. John Cashell (standing at right in the photo above) is coordinator of the Butte group.

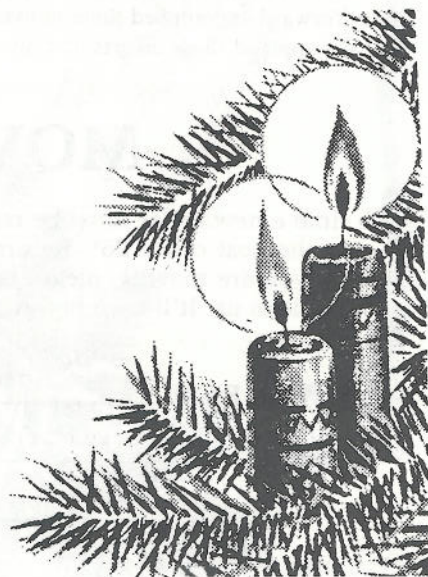
Volunteer for Search and Rescue

How do you volunteer for search and rescue?

As you fill out your pilot registration forms for the coming year, you will note that there is a place on the back of the card for you to check any of three items — mountain search, plains search, or volunteer observer. You should check these items based upon your expertise and experience. There is also an area for you to check if you have an aircraft which could be used in search and a place to indicate the type of aircraft you have.

The information taken from these cards is provided to the search coordinator in your district. There are 14 search districts in Montana. If a search becomes necessary, coordinators have a list of Montana pilots who have volunteered to help with a search, what types of searching they feel comfortable with, and what aircraft are available. Coordinators are also provided with telephone numbers of search volunteers and information as to which volunteers have attended the Mountain Search Pilot Clinic. To receive an application to attend the Mountain Search Pilot Clinic, you must have volunteered as a mountain search pilot on your annual pilot registration application.

Information taken from the pilot registration cards is updated for the search coordinators each year after pilot registration is completed.



HERE AND TH'AIR

EAA Voices Support for Federal Air Surgeon. EAA President Paul Poberezny has voiced his organization's solid support for the policies and procedures established under the leadership of FAA Federal Air Surgeon Dr. Frank Austin. Austin, who has "brought the FAA Office of Aviation Medicine out of the Dark Ages," according to Poberezny, has recently come under fire from a small group of former FAA medical examiners and current airline medical examiners who disagree with the Federal Air Surgeon in his approach to reinstating certain pilots' medical certificates. Poberezny said EAA was especially pleased with the Federal Air Surgeon's efforts to improve the efficiency of the Office of Aviation Medicine and his attempts to expedite the backlog of pending medical certificates. A large number of letters in support of the Federal Air Surgeon have arrived at EAA Headquarters in Oshkosh. Many of the letters were written by pilots — including airline pilots — who have had their medical certificates reinstated after a thorough review of the individual case, Poberezny said. He added that, in years past, many of those same pilots would have suffered long delays in being reinstated, causing a great deal of mental anguish over such a drawn-out decision making process. Now, each pilot receives a fair hearing in as short a period of time as possible. "We're living longer, healthier, more productive lives than ever before," said Poberezny. "As Federal Air Surgeon, Dr. Austin has taken advantage of these great strides forward and applied them to aviation. We applaud those efforts and ques-

tion why some individuals are so opposed to these changes — especially since they are for the betterment of aviation — when we should be putting them to use now. We believe the Federal Air Surgeon is doing a fine job and has earned the continuing support of the entire aviation community."

Trust Fund Balance Continues to Climb. The balance in the Airport and Airway Trust Fund at the end of August was \$8.6 billion.

Engine Preheat

Some precautions should be considered when using aircraft preheat. The following recommendations regarding aircraft preheat are from Advisory Circular 91-13C:

"(i) preheat the aircraft by storing in a heated hangar, if possible;

(ii) use only heaters that are in good condition and do not refuel the heater while it is operating;

(iii) during the heating process, do not leave the aircraft unattended and keep a fire extinguisher handy;

(iv) do not place heat ducting so it will blow hot air directly on combustible parts of the aircraft; such as, upholstery, canvas engine covers, or flexible fuel, oil, and hydraulic lines;

(v) when using a "fire pot" (salamander) for heating, it is suggested that wire mesh be inserted in the ducting between the pot and the engine to stop flaming pieces of carbon from entering the aircraft or engine compartment."

MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

Use Extra Caution In Winter Flying

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Winter seems to be upon us again, and now is the time to look at some precautions that can be significant to the safety of flight.

Fewer hours of daylight means greater attention must be paid to flight planning. Night currency? Weather awareness? Snow covered terrain, cloudy skies, varying light conditions may mean no horizon for VFR pilots. How are your instrument skills?

Aircraft preparations, including a thorough pre-flight inspection and preheat, are a must. Don't short cut this one because of the personal discomfort! Engine baffling, winter fronts, oil cooler covers must all be checked. Has ice and/or blowing snow caused an obstruction in the pitot tube, heater intake, carburetor intake, fuel vents? Are controls free? Wheels, wheel pants, wheel wells must be free of ice and snow. What about the exhaust system? Exhaust leaks could mean carbon monoxide in the cabin.

This is a good time to review manufacturers recommendations in the operator's manual concerning engine operation. Keep the engine warm on let-downs by carrying as much power as possible.

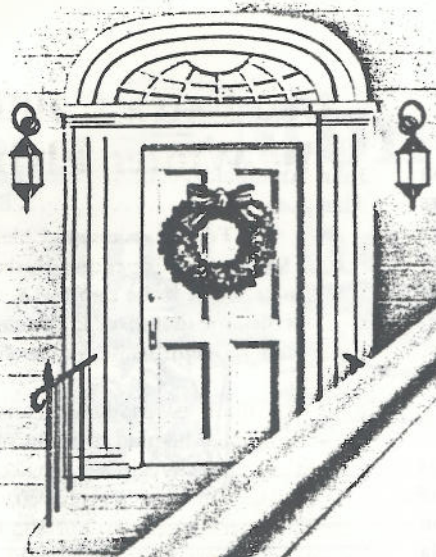
Winter takeoffs and landings demand more attention to possible hazards such as ice, snow, snow banks along runways and taxiways, depth of snow on runways. Wind conditions and unplowed secondary runways can be an important flight planning consideration. Cross-wind takeoffs and landings on icy runways could be exciting.

It is a good practice to carry survival gear including adequate clothing for the most inhospitable terrain you will be flying over. Even though a problem is highly unlikely, it's always prudent to be prepared.

Choose routes carefully to stay near populated areas and alternate airports.

Winter, between storms, can be a beautiful time to fly, with smooth air and clear skies.





To Cherished
Old Friends
and Valued
New Friends

Happy Holidays!
Martha Kury

Merry Christmas
Mike & Logan

Have a wonderful
Christmas & a better new
year!
Barbra Brouly

Best Wishes
to all!
Cathy Haynes

The Harbors

Best Wishes
& Safe Flying
Mike Ferguson

Happy Holidays!
Patricia Ruth Anderson

Dave Kneeder
B3 - Humbug!

The Best to you
for the Holidays
Vern Woody

May you have a
prosperous new year!
Jenny Burrows



FAA Issues Certificates

PRIVATE

Janice MattsonChester
Bradley EliButte
Boone WhitmerWolf Point
Gary EastlundGlendive
Rex CortnerRed Lodge
William WallaceHall
Keith MarchukVictor
Donald WhitehairStevensville
William WoodhousePower
Larry LindellButte
Joyce LindstromClancy
Steve HamlinBillings

COMMERCIAL

Andrew StukeyBillings
Richard TaylorMalmstrom AFB

ATP

Robert ToomeyLolo
Richard BoggsHamilton
Alan Lee (MEL)Billings
James Grogan (MEL)Billings
Bruce LeClaire (MEL)Billings
Travis Garnick (MEL)Billings

INSTRUMENT

Wayne Just (MEL)Kalispell

INSTRUCTOR

Andrew StukeyBillings
Alfred HardyPlentywood
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Michael ThorsenGlasgow
Keith KindenSidney

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John ArchibaldKalispell
Alan LeeBillings



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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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